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Considerable quantities of the following products were produced above the plan in 1949: steel, rolled metal, coal, electric power, heat power, main-line locomotives, automobiles, trolley buses, tractors, motorcycles, electric motors over 100 kilowatts, transformers, bearings, electric light bulbs, automobile tire casings and inner tubes, conveyer belting, sulfuric acid, dyes, caustic soda, cement, brick, lime, sewing machines, clocks, cotton, woolen, and silk fabric, knit underwear, stockings and socks, leather and rubber footwear, meat, confectionery, macaroni products, and soap.

Production of chief types of industrial goods by Moscow city and oblast industry during 1949, as compared with 1948, was as follows:

	1949 in % of 1948
Steel	118
Rollled metal	120
Blister copper	111
Refined copper	115
Winding copper	111
Coal	114
Electric power (Ministry of Electric Power Plants)	106
Heat power (Ministry of Electric Power Plants)	117
Main-line locomotives	112
Passenger railroad cars	185
Trolley buses	126
Trucks	137
Passenger automobiles	289
Autobuses	124
Motorcycles	135
Excavators	178
Electric motors over 100 kilowatts	158
Voltage transformers	156
Power transformers	126
Steam boilers	149
Gantry cranes	182
Ball bearings	125
Electric meters	132
Electric light bulbs	121
Cutting and measuring tools	131
Jacketed cable	118
Looms	172
Winding machines	107
Home sewing machines	134
Tractors	610
Automobile tire casings	139
Automobile tire inner tubes	142
Selenic rectifiers	202
Conveyer belting	126
Sulfuric acid	115
Synthetic dyes	107
Caustic soda	125
Superphosphate	104
Gypsum	138
Cement	127
Brick	139
Lime	134
Cotton fabric	120
Woolen fabric	115

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	1949 in % of 1948
Silk fabric	128
Stockings and socks	119
Knit outerwear	108
Knit underwear	124
Leather footwear	117
Rubber footwear	128
Clocks	213
Meat	122
Soap	177
Confectionery	108
Macaroni products	106

In 1949, gross production by all Moscow city and oblast industry increased 19 percent over 1948 and considerably exceeded 1940 production output. Production costs decreased as the result of the wide-scale mobilization of inner industrial resources and the extensive drive for profitable operation and above-plan accumulations by enterprises.

In 1949, freight turnover in the Moscow Railroad Center increased 12 percent over 1948 and was considerably above the 1940 level. Freight hauling in 1949 by general service automobile transport in Moscow city and oblast increased 17 percent over 1948 and was 60 percent above the 1940 level.

In 1949, the volume of capital construction in Moscow city and oblast construction projects was 117 percent of the 1948 level, including 127 percent for housing construction. State enterprises and institutions and local soviets put into service 20 percent more housing area in 1949 than in 1948. In 1949, the volume of capital construction under the jurisdiction of the Moscow City Soviet was 118 percent of the 1948 level, including 114 percent for housing construction, and 131 percent for communal economy, including city transport. The volume of capital construction under the jurisdiction of the Moscow Oblast Soviet in 1949 was 115 percent of 1948. Extensive reconstruction of the streetcar lines in the city of Moscow was continued in 1949, and the capital investment in its reconstruction increased 200 percent over 1948.

Construction organizations of the Moscow City Soviet completed 25 percent more contracted construction and assembly work during 1949 than in 1948, including 27 percent more by the Administration of Housing Construction, 14 percent by "Mosgastroy," 38 percent by the Administration of Road, Bridge, and Streetcar Line Construction, and 20 percent by "Mosvodokanalstroy." During 1949, 54,537 apartments were provided with gas facilities. Additions to the city transport system during 1949 included 170 new streetcars, 51 subway cars, 150 new trolley buses, 240 new autobuses, and 1,246 passenger taxis.

Water supply in the city of Moscow increased 3 percent in 1949 over 1948, gas supply for communal and household needs increased 21 percent, passenger transport by trolley bus 11 percent and by autobus 16 percent, and communal laundries increased operations by 14 percent. In the cities of the oblast, water supply increased 6 percent, autobus transport of passengers 21 percent, and communal laundry operations 14 percent. During 1949, the volume of capital repair of housing under the jurisdiction of local soviets in the city and oblast was 107 percent of the 1948 volume.

By the end of 1949, 1,690,000 students, or 67,000 more students than in 1948, were enrolled in primary, 7-year, secondary, and technical schools, and in other special secondary training institutions in the city and oblast. During 1949, 89 higher education institutions were in operation in the city and

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oblast and had a total enrollment of 134,000 students. Technical schools and other special secondary training institutions had an enrollment of 88,000 students. Enrollment in both higher education institutions and in technical schools exceeded the prewar enrollment by nearly 70,000 students.

In 1949, more than 48,000 young skilled workers completed trade, railroad and PZO schools and started work in industry, construction, communal economy, and transport. Labor productivity of workers in Moscow city and oblast industry increased 11 percent in 1949 over 1948.

In 1949, sales of the following products increased considerably over 1948 in both the city and oblast: sausage, macaroni products, sugar, confectionery, fruits, woolen fabric, silk fabric, sewn and knit articles, stockings and socks, leather and rubber footwear, and others. The plan for delivery of potatoes and vegetables into the city of Moscow was exceeded. In comparison with 1948, sales of agricultural products in kolkhoz markets in the city and oblast increased and prices decreased during 1949.

In 1949, the gross harvest of grain crops and potatoes in Moscow Oblast increased in comparison with 1948 and exceeded the 1940 level. Kolkhozes and sovkhozes of the oblast exceeded the state grain-procurement plan, delivering to the state more than one million pud of grain above plan. The state plans for potato and milk procurement and the plan for delivery of these products to the city of Moscow were also fulfilled.

Kolkhozes fulfilled the state plan for sowing winter crops for the 1950 harvest 103 percent and the plowing plan 107 percent. This year, 23 percent more land was plowed than in 1943.

MTS in Moscow Oblast completed 41 percent more agricultural work than in 1948 and 63 percent more than in 1940.

The increase in the number of publicly owned cattle on kolkhozes during 1949 was as follows: large horned cattle, 17 percent, including 29 percent for cows; pigs, 64 percent; sheep, 19 percent; poultry, 55 percent. The increase in publicly owned productive cattle on kolkhozes during 1949, as compared with 1940, was as follows: large horned cattle, 37 percent; pigs, 137 percent; sheep, 78 percent. Nearly 1,000 new farms for cattle, pig, sheep, and poultry raising were organized in 1949 on kolkhozes in Moscow Oblast. Despite these achievements, kolkhozes fell short of the state plan for increases in the number of cows, horses, and poultry.

By the end of 1949, more than one half of the large horned cattle and pigs and nearly half of the sheep on kolkhoz farms were pedigreed, highly-productive animals. On sovkhozes of the Ministry of State Farms the proportion of pedigreed highly-productive cattle was more than 90 percent for large horned cattle, and more than 75 percent of the total number of large horned cattle on sovkhozes of the Ministry of the Meat and Dairy Industry were in the pedigreed and highly-productive class.

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